

SAVE GLASGOW GREEN



PROTEST!

Come to the Lobby

City Chambers
Friday 10th August
1.30pm

Tell your friends and neighbours
Bring a banner or placard

T/502/3/47

SAVE GLASGOW GREEN.

Mr. Hugh Savage,
204 Hamilton Road,
Glasgow,
G32 9QU.

Tel: 778 3154.

16th August, 1990.

Dear Friend,

I am writing to you to invite you to join the Protest Lobby which will be held on Thursday 30th of August, 1.00p.m., at the CITY CHAMBERS.

We intend to Lobby the full Council meeting, which will take place on the above date, and we hope that we will be allowed to participate in this meeting.

I would also like to take this opportunity to thank you for joining the protest Lobby on Friday, 10th August, your participation ensured the success of this event.

The South Area and The East End Management Committees' have, now, unanimously rejected the proposals to introduce private development on our Green, with your continued support we will stop Glasgow District Council privatising OUR GREEN.

If you wish any other information on the above, please do not hesitate to contact me.

Looking forward to seeing you,

Yours in Solidarity,



HUGH SAVAGE.

P.S. Bring your friends and neighbours to the Lobby and a banner or placard, if possible.

T/50R/3/47

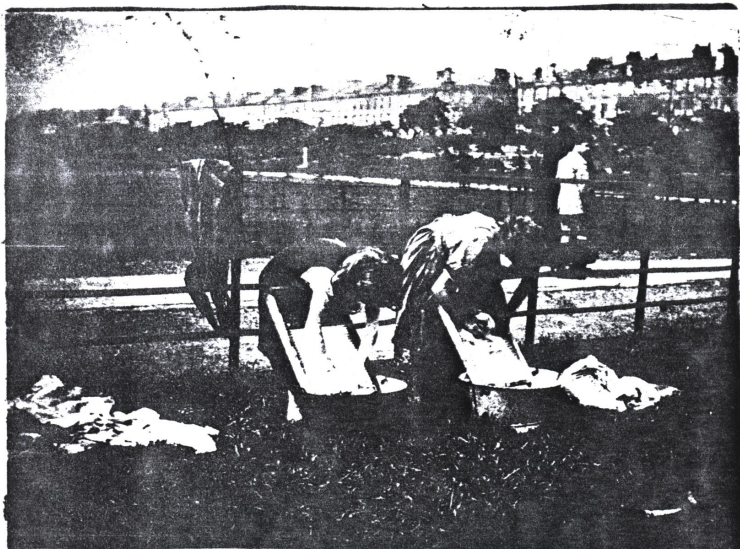
We wish to condemn, in the strongest possible terms, the proposals to introduce private development on the Glasgow Green. No administration past or present, in the City Chambers, has ever had a mandate for such a development. In order to Protect and Preserve the oldest Common Green in Scotland, We call on all the people who are concerned, with the future of Glasgow Green, to support the campaign of opposition to these proposals.

[illegible]This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

All completed forms to be returned to 204 Hamilton Road, Glasgow, G32 9QU.

GLASGOW GREEN FACT SHEET

1. People's Palace (Glasgow's History Museum) opened 1898. Winter Gardens closed for Repairs since September 1980.
2. Martin Fountain 1893 - made by the Saracen Foundry Co., Possilpark.
3. Monteith Row, Built 1818-20. Architect David Hamilton. Re-named Weavers Court, October 1981 - new houses by Barratt.
4. Templeton's Carpet Factory. Built 1889. Architect William Leiper.
5. Charlotte Street, opened 1780s. David Dale lived here.
6. Greendyke Street, opened 1814 - 1818.
7. Castle Boins, where the washerwomen stacked their "boins" or wash tubs.
8. St. Andrews-by-the-Green. Oldest Episcopal church building in Scotland. 1750.
9. St. Andrews Parish Church, built 1739-1756. Similar to St. Martins-in-the-Fields, London.
10. City Orphan Home, built by William Quarrier in 1876.
11. Tent Hall - started as an evangelical tent on the Green, 1874. Now the YMCA.
12. Saltmarket - rebuilt in 1880s-90s by the City Improvement Trust.
13. High Court - built 1810, rebuilt 1910.
14. Jail or Jocelyn Square.
15. Collins Fountain - commemorates temperance work of Sir William Collins.
16. Paddy's Market (old clothes), Shipbank Lane. Open Monday-Saturday.
17. Doulton Fountain, built for 1888 International Exhibition. Erected Glasgow Green 1890.
18. Nelson's Monument, built by subscription, 1806.
19. James Watt monument - commemorates the discover of the separate condenser.
20. Fountain commemorating Hugh Macdonald (1817-1860) author of "Rambles around Glasgow".
21. Humane Society House (private).
22. Site of Arns Well.
23. St. Andrews Suspension Bridge, built 1853.
24. Fleshers' Haugh - Rangers (1873) and Celtic (1888) Football Clubs founded here.
25. Site of Allan's Pen - first attempted encroachment on the Green.
26. The Daisy Green/McPhun's Park.
27. Buchanan Institution, founded 1859, to educate destitute boys.
28. Logan & Johnstone School of Domestic Economy - now the Dolphin Centre
29. The Barrows - started in the 1880s. Open Saturdays and Sundays.
30. The Merchants' Steeple, built 1659 as part of the Merchants House to serve as a look out tower for ships coming up the Clyde.



Washing on Glasgow Green c1910

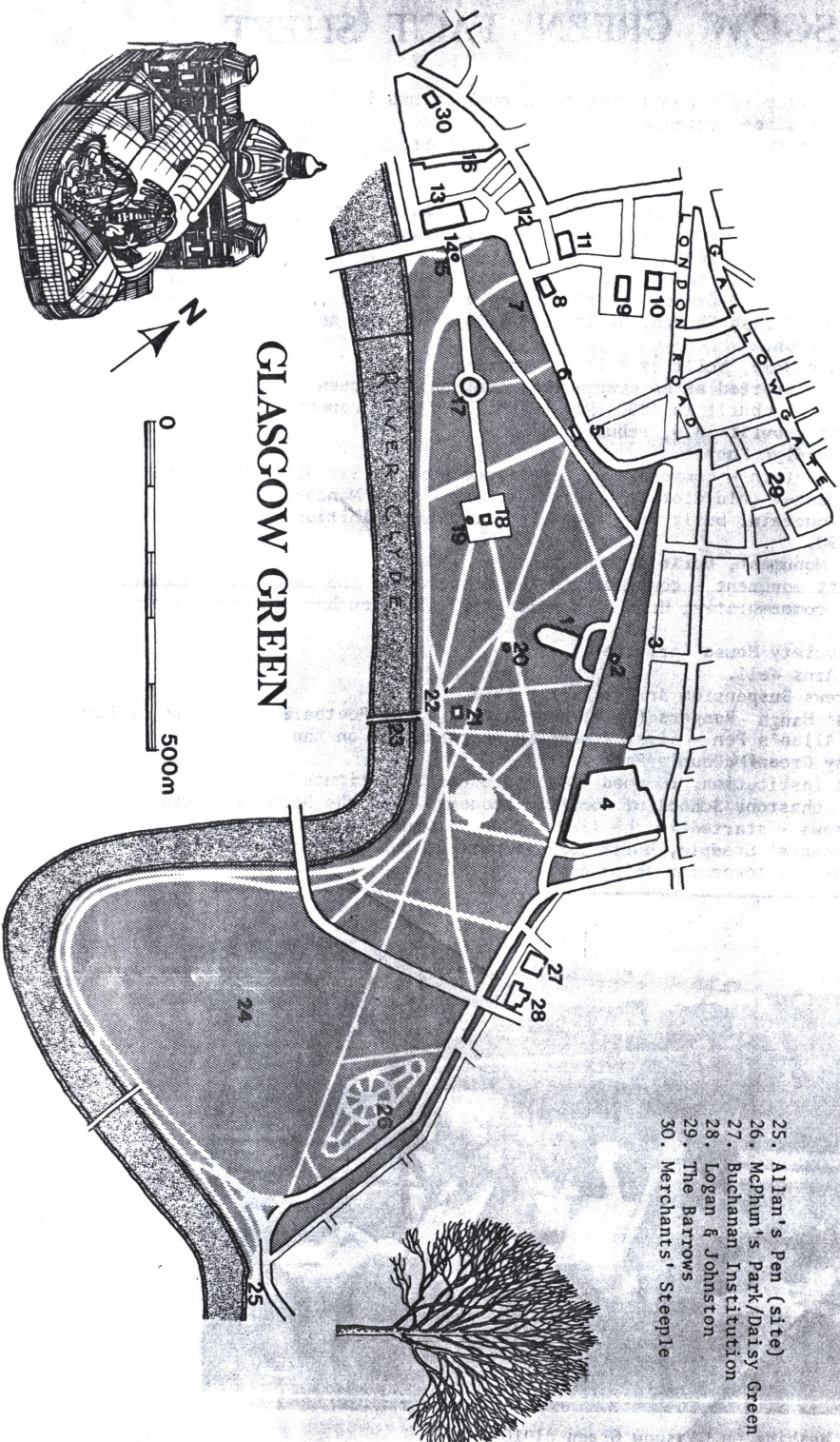
1. People's Palace
2. Martin Fountain
3. Monteith Row
4. Templeton's Factory
5. Charlotte Street
6. Greendyke Street

7. Castle Boins
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11. The Tent Hall
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17. Doultou Fountain
18. Nelson's Monument

19. James Watt Monument
20. Hugh Macdonald Fountain
21. Humane Society House
22. Arns Well (site)
23. Suspension Bridge
24. Flesher's Haugh

25. Allan's Pen (site)
26. McPhun's Park/Daisy Green
27. Buchanan Institution
28. Logan & Johnston
29. The Barrows
30. Merchants' Steeple





GLASGOW FOR PEOPLE

Summer 1990

twenty pence

T/502/3/47

The Future of Glasgow Green

Glasgow Green is facing a pincer movement which could deny people access to both the eastern and western parts of the Green.

Hoardings have gone up around the McLennan Arch (facing Charlotte Street) and at the entrance to the Green at Saltmarket.

Concrete piles are already being driven for the McLennan Arch's new position. Plans show clearly that the entrance to the Green could be substantially set back.

Both the relocation of the McLennan Arch and the Collins Fountain (see diagram) could facilitate plans by Strathclyde Regional Council for major road links.

The Townhead-London-Road-Link (TLRL) veers into Greendyke Street, carves into the path of MacLennan Arch, along the northern border of the Green and, according to the published plans, stops at Saltmarket. The Central Area Link Road runs from a south flank motorway through the Gorbals on the south side, north into the Albert Bridge.

Two major new roads are thus separated only by the Albert Bridge - neither wide nor strong enough for the heavier traffic. Although the Region has not yet admitted that this is its intention, they are considering either widening Albert Bridge or building a new bridge beside it.

In a letter to the District Council, they maintain that any new bridge "would be best located on the Glasgow Green side of the existing bridge."

Even a quick glance at the architect's drawings shows that all that will prevent the TLRL from taking a sweeping curve down to the south side would be a set of ornamental trees, some paving and about 2 dozen bollards. These items appear somewhat "disposable".

As previously feared, the front portion of the

Green could be lost forever and the new road would act "as a Berlin Wall separating it from the city centre" *Private Eye* 6/7/90.

While the western boundary of the Green is being threatened in this way, its eastern section is also imperiled by plans which will effectively privatise part of the park known as Flesher's Haugh.

While it is understandable that the city is interested in looking at ways of regenerating the park, only those proposals should be considered which respect the historic rights of people to free access to the Green - hardly likely with the 'one-building approach' as it is euphemistically called by the developers, but really a monolithic edifice requiring visitors to pay at a wall or keep out.

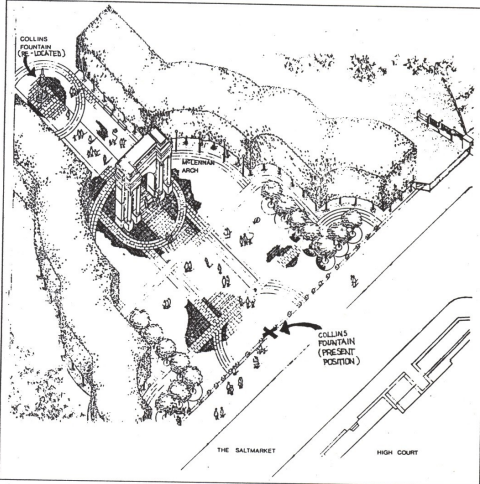
Local councillors and community representatives, at a meeting in the City Chambers of the South Area Management Committee on July 2nd, resolutely opposed such a development. Responding to mounting public concern, the Convenor of the Parks and Recreation Committee has agreed to defer any decision on the developers' proposals until after they had been put out to public consultation.

There are, however, considerable fears that senior councillors are still inclined to press ahead with these proposals and that the historic right of

free access to common land will be breached.

Once the historic rights on one part of the Green are breached, it will be easier to breach them again and again, and in the end, there could be no Green left. In a chilling phrase of one developer, Sports and Leisure Ltd assure the Council: "...we will be delighted to operate the water park proposed within the site and to take overall control of the park."

The Council have shown they have the courage to allow the public to know what is being considered; now we hope they will genuinely consider the public's will on this crucial issue.



U-TURN ON CITY ROADS

BRIDGES PLAN DUMPED

"Oh no it isn't! - Oh Yes it is!"

Twin Bridges Pantomime

Welcome to the summer pantomime of confusion over the Twin Bridges issue.

First: the public witnessed amazing banner headlines in the Evening Times announcing the scrapping of the Bridges Plan.

Congratulations poured in to the Glasgow for People office.

Then: Councillor Malcolm Waugh appeared on television that night pouring cold water on this report.

Next: The Evening Times countered this, quoting Council Leader Charles Gray that all road plans were "in the melting pot".

However: Correspondence between solicitors

acting for GFP and the Chief Executive's Office ends speculation with these words: "the Council's policy remains as in the approved Strathclyde Structure Plan Update 1988. Any change in policy would require to be considered, in the first instance, by the Highways & Transportation Committee. If that Committee decides to review policy, then I will let you know."

End of Pantomime: It is still as necessary as ever to continue with legal action. GFP's Appeal to the Court of Session is even now delaying the implementation of these proposals. Help get this show off the road! Buy an Action Bond! (See application form p. 4).

Polling for Public Transport

In the final run-up to the Regional Council Elections on May 3rd, 1990, every candidate standing in Glasgow was sent a questionnaire asking their views on the motorway plans and public transport proposals for the city.

After the dramatic turnabout by Transport Minister Cecil Parkinson, as well as positive comments by Council Leader Charles Gray, and Ron Young, Secretary of the Labour Group, that the Council would be reassessing its transport strategy, GFP was hopeful of a change of direction in transport policy here.

The responses confirm wide cross-party support for a range of 'environmentally-friendly' public transport improvements, as well as nearly unanimous disagreement with the proposed major road plans for Glasgow.

With 14 questionnaires returned, the largest response came from Green Party candidates, all opposing the major road proposals, and many referring to their party's highly acclaimed in-depth submission to the Public Transport Development Study.

The second largest number (8) was returned by the Scottish National Party, who also accorded the highest priority to public transport. SNP candidate for Kingspark/Aikenhead, Richard Fairfield, commented on how this view accorded with the SNP manifesto, and on a personal note added, 'May I wish you well in your campaign to bring environmental sanity to our city and hope that Glasgow for People has sufficient success to render its existence unnecessary(!).'

Most encouragingly, respondents from all parties (excluding one Tory), agreed that the programme for improving public transport should be accelerated by reducing spending on new roads.

Finally, all respondents, including a Labour candidate in *favour* of the major road proposals, believe GFP is doing a useful job, and nearly all, except the Tories, came out heavily in favour of awarding a grant to GFP. However, some urged caution, that GFP not compromise its 'combative' approach to whatever road proposals may emanate from the newly elected Regional Council.

Interested parties may contact the GFP office

Questionnaire

YES NO DON'T KNOW

1. Strathclyde Regional Council's Structure Plan, submitted to the Secretary of State last year, contained proposals for further urban motorways in Glasgow.

- 1.1 Do you agree with the major road proposals contained in it? ☐ ☐ ☐
- 1.2 Do you think there was adequate public consultation by the Regional Council before they were submitted to the Secretary of State? ☐ ☐ ☐
- 1.3 If not, do you support legal action to ensure that proper public consultation is allowed on these proposals? ☐ ☐ ☐
- 1.4 Do you agree with the present proposals for the Ayr Road Route? (The Inquiry Reporter concluded that this new major road would adversely affect deprived areas in the southwest of the city.) ☐ ☐ ☐
- 1.5 If not, would you take steps to cancel any further work on this project (as in the case of the Western Relief Road in Edinburgh)? ☐ ☐ ☐
- 1.6 Would you favour greater investment in park-and-ride facilities and improved rail services in this corridor to discourage car commuting? ☐ ☐ ☐

2. Strathclyde Passenger Transport Executive published a Consultation Report in December 1989 "Public Transport for the 21st Century".

- 2.1 Did you, or any organisation you are a member of, respond to the invitation to comment? ☐ ☐ ☐
- 2.2 Would you favour further public consultation, including public meetings, on the propose (If yes, please comment below) ☐ ☐ ☐
- 2.4 How soon would you like to see the agreed proposals implemented? years
- 2.5 Would you be prepared to accelerate the programme for improving public transport by reducing spending on new roads? ☐ ☐ ☐

3. General

- 3.1 Would you support improved facilities for pedestrians and cyclists in the city centre, including a study of traffic-calming, and give more priority to the upgrading and repair of public footways? ☐ ☐ ☐
- 3.2 Would you support investment to improve access to the public transport network for disabled persons? ☐ ☐ ☐
- 3.3 Do you think Glasgow for People serves a useful function? ☐ ☐ ☐
- 3.4 Would you agree to the Region making a financial grant to Glasgow for People to enable it to campaign more widely? ☐ ☐ ☐

Any additional comments?

for a more detailed breakdown of the responses.

Readers are encouraged to use this questionnaire to ask their now duly-elected representatives

where they stand on these important issues (only 4 candidates who were subsequently elected responded!).



Letter from America

Dear All,

Long ago I lived some years in New York and Washington, and I recently returned from 5 1/2 weeks in the USA. I found great changes since I lived there, one with a most important message, I feel, for present day Glasgow.

I was driven about a great deal and the primary impact on one's attention, that also saddens, even bewilders, many Americans, is the omnipresence of the automobile, hyper-exaggerated by vast motorways, twisting over- and underpasses, and so on, devouring large parts of cities and of what was countryside. It is bad enough here; unless we

learn promptly from it the same devouring will occur here, soon bewildering and saddening us yet more than we already are.

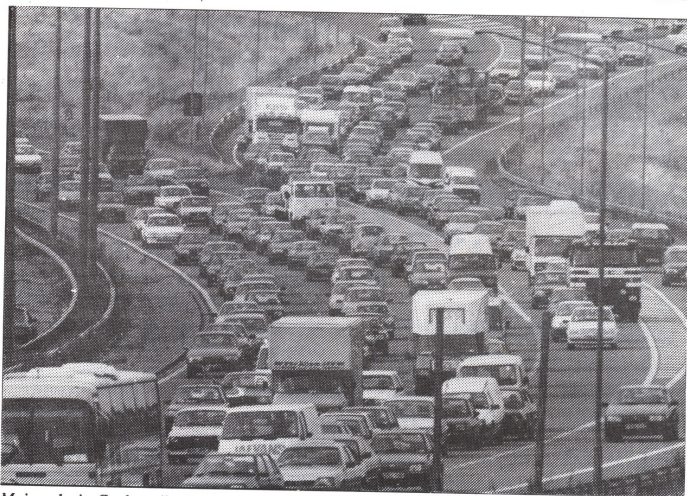
Then one notices, beyond all this turmoil: people. The great majority are friendly, kindly, and charming, though I felt in many a sense of sorrow, even an underlying element of despair. The public seems to have recognised the need to curb and where possible eliminate this monster; that the primary contribution toward this would be a truly integrated and widespread public transport system, along with severely limiting motorway building.

Relevant bureaucracy is, with characteristic tardiness, beginning to respond. Can we please learn from these deprivations, indeed sufferings, of others and start an integrated public transport system now - eliminating also the monstrously inconsiderate and banal suggestion for extension of the inner motorway in Glasgow; before people here too start to disappear.

Yours sincerely,

Alec Wilding-White

p.s. Enclosed is a wee contribution to your wonderful effort. (Ed: Thank-you!)



Main culprit: Carbon dioxide emissions from cars. Michael Walker/The Observer

Global Warming

Late in 1989 it seemed new environment minister, Chris Patten, was really serious about carbon dioxide emissions from motor vehicles. These gases, which cannot be removed by filters or catalytic converters, are a major contributor to 'global warming', probably the world's most serious environmental problem. Many scientists suspect that recent warmer winters and fiercer storms are a sign of changes which could have profound and unpredictable effects on the world's climate, agriculture and food production in the next century.

It now appears, however, that Mr. Patten has been over-ruled by Cecil Parkinson, transport minister, at least till after the next election. The recent road-cancellations in London seem more connected with electoral than environmental considerations.

Last year Mr. Patten suggested limiting out-of-town shopping developments, increasing motoring costs, and encouraging rail rather than road. However, recent comments by Mr. Parkinson and the Prime Minister suggest that anything threatening continued car expansion before the next election has been rejected. Mr. Patten had described expected 85-140% traffic increases by the year 2025 as "unacceptable" environmentally, but Mr. Parkinson refused to agree, though he admitted to interviewer Jonathan Dimbleby that the effect on global warming would indeed be "serious". Leading industrial countries have agreed to cut carbon dioxide emissions by 20% by the year 2005, but Britain's are to increase by 37% in the same period, according to the Department of Energy.

For all the atmospheric damage from tropical rainforest destruction, the contribution to increased carbon dioxide from burning fossil

fuels is two-and-a-half times greater, with motor vehicles forming a substantial proportion of this.

Whilst our government idlers regard environmentalists, clear signs of the appalling likely financial consequences are beginning to emerge from the 'hard-headed' business community. Recent warnings include...

a. A leaked UN report indicates a sea level rise of 45-75cm in the next century — this would overwhelm the Thames flood barrier, built to cope with London sinking by 30cm. The report says just to stabilise the atmosphere needs a 50%-80% reduction in carbon dioxide from cars and power stations.

b. A Norwegian oil company, Norske Shell, has ordered its next oil rig 3 feet higher than normal, due to possible rises in sea level in the next 50 years.

c. British Insurance Companies have organised a seminar on insurance implications of rising sea levels, and are drawing up contingency plans to increase premiums in areas at risk from flooding — these extend up to 30 miles inland in parts of the UK!

d. Government adviser Professor David Pearce has urged immediate investment in preventive measures, "even if it means sacrificing short-term growth", according to a report in the Guardian. Waiting for further evidence would only increase the eventual costs yet further, he said.

The government, it appears, disagrees. We only hope Mr Parkinson, Transport Minister, knows something that King Canute didn't! If you'd like to know the secret, ask your MP to speak to the Minister.
from Spokes newsletter.

Cops on Bikes

Bikes have arrived! No longer the caricature of 'beards and sandals' or 'lentils on bikes': in Seattle USA, the police force have invested in a fleet of bicycles, to great effect!

According to the NEW CYCLIST MAGAZINE, in 1987, two officers of the Seattle Police Department, Grady and Miller, became convinced 'they could work more effectively if they traded their patrol cars for All Terrain Bikes. In the congested city centre, where one-way streets abound, the bikes would give them greater mobility and fast, silent transport would increase their element of surprise. They were right. In the first two months, Grady and Miller made 500 arrests, five times more than any of their motorised or pedestrian colleagues.'

'...Now three years later the Seattle Bike Force has a complement of 22, a waiting list of 20, and is the Police Department's most popular programme. With their specially designed Goretex uniforms, customised luggage marked SEATTLE POLICE, white helmets and wrap-around shades the squad is not in the least reminiscent of the village bobby on his bike, but the Seattle public see the scheme as humane and efficient.'

'It has been shown that Cycle Cops can cover much more ground than foot patrols but without the alienation that inevitably comes with patrol-car with patrol-car encased officers; they are able to visit parks and plazas which were previously neglected.'

The total annual cost of the squad, all the bikes, equipment, training and medical checks, still comes to less than that for simply running running two patrol cars!

'Now that the scheme is an undoubted success, Raleigh USA have publicised it, and similar squads are appearing in cities and counties covering twenty states in the USA and four Canadian provinces.'

An Idea for Pitt Street (Strathclyde Police Headquarters)!

Officer Grady has written 'Policing by Mountain Bike' based on his experiences on the pilot scheme. It includes tips like carrying two pairs of handcuffs - one for the bike - and how to use it as a defensive weapon in the event of a hostile encounter. Contact GFP for a copy!

While Glasgow police are considerably more approachable with foot patrols, motorcycles and horses, the increase in motor vehicle restricted areas (Sauchiehall, Buchanan, and Argyle Streets) makes the cycling cop an obvious choice especially if the drawbacks of mounted policing are taken into account: distance from public 'pollution' and hazard of shying horses (one member witnessed an incident on Sauchiehall Street where a police horse nearly crushed a pedestrian against a phone box when a hoarding fell over.)

What are the aims of Glasgow for People?

- 1) To create an environment which is good to live, work, and walk in.
- 2) To stimulate debate on urban transport and its relationship to the environment, and in particular to seek alternatives to road-based urban transport strategies which encourage more traffic into the city and sustain the pressure for further road development.
- 3) To promote community participation in the planning process, and to give people a say in developments which affect their lives.

Event

Stalls at Forth & Clyde Canal 200th Birthday Party in Maryhill. Saturday and Sunday, 15th & 16th September 1990. Volunteers needed to help with organising and keeping the stall. Contact the office if you can help.



News Flash! Exhaust fumes at Danger Level

Research published in Scotland on Sunday July 8th, 1990 reveals hazardous levels of pollution from motorvehicles exhausts. Monitoring devices were placed at 6 locations in Glasgow which exceeded legal safety limits.

Annual General Meeting - Decisions!

- The minimum subscription rate for January 1991 was set at £3.50.

It was pointed out that this would only cover the add-on costs of each additional member on the mailing list but not our overheads or other campaigning expenses. Donations from supporters who can afford more are needed for this, but many had given generously in the past even though the subscription rate was only £2.00.

- It was further agreed, as required by the constitution, to seek funding for full-time campaign workers, as well as continuing to seek urgently required volunteer staff.

• Court action is drawing closer. We still need to raise thousands of pounds. See page 1 for news of how our Appeal has thus far been successful in halting further progress on the road works.

IN THE 'PUBLIC EYE'

GFP has featured:

1. In "Nooks & Corners" of Private Eye on May 25th 1990.
2. In the Surveyor magazine "Glasgow Roads: Bridging the Crisis" 19th April 1990.
3. On the panel of Radio Scotland's premier talk show "Speaking Out" live from George Square. Councillor Malcolm Waugh was flanked by Alice Mosley & Jem Taylor (as a Green Party spokesperson). Also participating were the heads of the AA and of the Chamber of Commerce, with a phone-in from the Road Haulage Association.
(Sound bite from Chamber of Commerce Chief Ewan Marwick: "The Road Lobby is alive and kicking!")
4. On Radio 4's "You and Yours" in a lengthy interview.
5. In the Scotsman of July 3rd, where Transport 2000 Director Stephen Joseph (in Glasgow to address our AGM) was quoted at length.

Glasgow for People

3 Royal Exchange Court, 85 Queen Street, Glasgow G1 3DB. Telephone 041 248 2078.

Glasgow for People has achieved a great deal in just 2 1/2 years.

Periodic newsletter - meetings - walks and talks - events - a city centre office!

Publicity and action to stimulate debate on the environmental impact of giant new roads.

All this could not have been achieved without generous donations often well beyond the set subscription, as well as the generous effort of volunteers.

We can achieve more but only if resources allow us. How can you help us

- Become a member (minimum sub is £2, £3.50 in 1991 so join now!)
- particularly important to show widespread support in view of impending legal action!
- Give a regular donation by standing order.
- Support our impending court action by buying shares (Action Bonds at £1 and £5 denominations) in the legal fund.
- Offer office/useful items & time to allow more effort to be spent on campaigning. Examples are stationery, furniture, word processor/letter writing??
- Please send an SAE if you require a reply or order Action Bonds (see below)

Help us defend the city and its environment - while there is still time

(All supporters receive newsletter quarterly and membership mailings)

Any comments, please:

Please return this form to: Glasgow for People, 3 Royal Exchange Court, 85 Queen Street, Glasgow G1 3DB - including your address. *Please do not send this form to your bank.*

Yes, I'd like to help.

Name _____

Address _____

Postcode _____

Tel. No. _____

Here is my gift:

£25 ☐ £15 ☐ £5 ☐ Other ☐ Action Bonds ☐

(An SAE would be greatly appreciated for return of Action bonds. Thanks!)

Please tick here if you wish to remain an anonymous donor ☐.

I can help with ongoing expenses through a monthly standing order:

£10 ☐ £5 ☐ £3 ☐ £2 ☐ Other ☐

My Name _____

Name of my Bank _____

Address of my Bank _____

Postcode _____

Current Account no. _____

Sort Code (if known) _____

Signature _____

Date _____

Bank Instructions: Please pay the above amount on the 18th of each month to Glasgow for People, Account number 00384805, Bank of Scotland, 174 Byres Road, Glasgow G12 8SW. 80-07-24.